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## CENTRAL INTELLIGENCE AGENCY

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## REPORT

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## REFERENCES

ENCLOSURE ATTACHED 17 AUG 1962  
PLEASE ROUTE

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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EAST GERMANYMILITARY/AIRMiscellaneous Military Activity in GR. SCHÖNEBECK  
Area as at 3 June 561. GENERAL

Since 25 May 56, there have been extensive small scale armoured exercises in the immediate vicinity of GR. SCHÖNEBECK. Both Russian and KVP units appear to be intermingled, though the KVP units appear to predominate. A local former Wehrmacht tank officer in general conversation in the local inn, stated that in his own opinion, there was just about an entire division taking part in the exercises.

2. TRAIN MOVEMENTS AT GR. SCHÖNEBECK RAILWAY STATIONa) 29 May 56, 1745 hrs

A special goods train, [ ] consisting of 5 flats plus 1 M-wagon arrived in GR. SCHÖNEBECK station from HOPPENWALDE. Each of the flats held a single T34/85, partially covered by a tarpaulin. A party of approx. 25 KVP accompanied the train.

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b) 31 May 56, 0047 hrs

3 flats, each holding a single T34/85, arrived in GR. SCHÖNEBECK station attached to the local scheduled passenger train. The flats had been attached to the train at EBERSWALDE, and a party of approx. 15-20 Russian ORs de-trained and took over the UNCODED of the AFVs at the station.

c) 3 June 56, 0600 hrs

A special goods train, [ ] consisting of approx. 15 flats, departed from GR. SCHÖNEBECK for TORGELOW. Each of the flats held a single T34/85 and a small detachment of approx. 100 Russian ORs, wearing black/red sbds travelled in accompanying M-wagons.

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No other military train movements have taken place during the period. The majority of the AFVs employed in these exercises appears to have moved into the area by road.

A KVP officer engaged in the exercises, when contacting his depot, asked the local exchange for PINNOW 39. Shortly afterwards, another KVP Lieutenant called his unit on PRENZLAU 2024.

3. DEVELOPMENT OF GROSS SCHÖNEBECK RAILWAY STATION**SECRET**

As yet there are no signs of any development of this railway station, nor of the projected (and partially marked out) rail track leading south to GROSS DOELLN airfield.

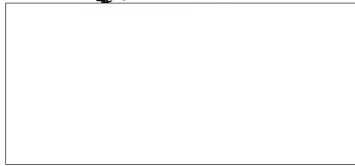
INSPECTION OF OVERLAND TELEPHONE SYSTEM BETWEEN GR. DOELLN A/F  
and FINOWFURTH

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Since 25 May 56, a small party of Russian Army Signals personnel wearing plain black sbds have been closely inspecting the entire telephone system extending between GR. DOELLN airfield and the main road adjoining FINOW airfield. This system at present comprises 6 pairs of wires, mounted on permanent wooden telegraph poles, the majority of which have been sunken into concrete bases.

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Part of the inspection carried out by this signals team consisted of making a close scrutiny of the ground within a radius of  $1\frac{1}{2}$  metres of the base of the mast, and intensive prodding and disturbing of the top surface has taken place.

A series of wooden watch towers have been set up along this entire telephone route, being located approx. 2 km. apart.

As previously reported, this system does not follow a direct route across country, but has been erected in such a way that the masts are always within 1,000 metres of some form of electrical power supply. As a consequence, the route is somewhat erratic.

At present, the system terminates at kilometre stone 17.1 on the FINOWFURTH road, where it connects an existing system of 16 pairs which links EBERSWALDE and FINOW airfield.

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